2035 Maryland Transportation Plan Stakeholder Roundtable Workshop Summary
Chestertown, MD – SHA District 2 Office

On January 25th, 2013, the Maryland Department of Transportation (MDOT) convened a roundtable workshop in Chestertown, MD with key stakeholders, public officials, and members of the general public to discuss and gather input on goals, objectives, and strategies for the 2035 Maryland Transportation Plan (MTP). Participants were divided into small groups around six proposed MTP goal areas, and asked to offer their perspectives on strategies MDOT can implement to make progress toward achieving desired goals. Each goal area group was then asked to share their top three strategies with all of the attendees. After a 'wrap up' review of each group's strategies, all participants were asked to vote on their top three strategies across the six draft goal areas. The first section of this document summarizes the top three strategies brought forth by each goal area group and the voting results (the strategies that received the most first place votes are highlighted in yellow). The second section of this summary lists all of the strategies developed by each goal area group.

The stakeholder input will inform the MTP development and will be shared with MDOT's modal agencies for consideration in their strategic and business planning efforts. Additional information from the other stakeholder roundtables can be found on the project website at: www.mdot.maryland.gov/MTP.

Top Strategies by Goal Area / Voting Results

	Total Votes	# of First Place Votes	# of 2nd Place Votes	# of 3rd Place Votes
Quality of Service Goal Area (16 votes)				
1. *Raise additional revenues and ensure funding is allocated properly (HUR, transportation "lock-box" legislation)*	8	6	1	1
2. *Improve coordination between MDOT modes, local communities, and developers (expand complete streets, have a consistent message)*	2	0	2	0
3. *Invest in technology (smart phone apps, teleworking / broadband, digital message signs, marketing future and existing services)*	6	1	1	4

	Total Votes	# of First Place Votes	# of 2nd Place Votes	# of 3rd Place Votes
System Preservation Goal Area (17 votes)				
1. *Do preventative maintenance (proactively, not reactive maintenance and repair)*	5	2	2	1
2. *Create a dedicated fund for system preservation*	8	1	3	4
3. *Minimize long-term maintenance costs / needs during project design by, among other things, utilizing new technologies and materials*	4	0	2	2
Safety and Security Goal Area (10 votes)				
1. *Roadway sustainability standards need to be maintained and implemented*	0	0	0	0
2. *Greater enforcement for cell phone use*	7	2	4	1
3. *More defined context for pedestrian safety improvements / standards: one size does not fit all*	3	0	0	3
4. *Retest for drivers licenses every 5 years*	0	0	0	0

	Total Votes	# of First Place Votes	# of 2nd Place Votes	# of 3rd Place Votes
Environmental Stewardship Goal Area (4 votes)				
1. *Provide an equitable distribution of funds: needs based assessments of jurisdictions' ability to meet environmental needs (those with money get money, those with small capacity still have high money needs but can't get it)*	1	1	0	0
2. *Quickly convert the MDOT fleet and the State fleet to natural gas / propane and focus on how the fleet can minimize its environmental footprint (continued improvement as new technology becomes available)*	2	0	1	1
3. *Encourage multimodal transportation to minimize congestion (the increase in transportation need is met through public transit / carpools)*	1	0	0	1
Economic Prosperity Goal Area (8 votes)				
1. *Use technology to maximize potential of existing assets (bike / pedestrian, rail, ground, transit) to increase accessibility / mobility*	2	0	1	1
2. *Make environmental investment (e.g., stormwater management) where highest return rather than universal requirements everywhere*	5	3	1	1
3. *Recognize potential impediment of tolls and consider alternative funding options to enhance business location decisions*	1	0	1	0

	Total Votes	# of First Place Votes	# of 2nd Place Votes	# of 3rd Place Votes
Community Vitality Goal Area (13 votes)				
1. *Increase public transportation between rural centers and daily needs / activities / locations*	2	1	0	1
2. *Increase planning and funding for complete streets in rural centers*	10	4	2	4
3. *Utilize / facilitate planning tools and criteria by types of community / demographics and create economic activity centers enhanced by technology*	1	0	0	1
Funding Strategies (11 votes)				
1. *Funding: Expand road tolling*	1	0	1	0
2. *Funding: Tiered sales tax dedicated to roads based on metro vs. rural*	9	5	4	0
3. *Funding: Public private partnership opportunities for transit & roads*	1	1	0	0

Full List of Proposed Strategies by Goal Area

1. *Quality of Service Goal Area*
   a. Resolve conflicts with developers and MDOT / SHA
   b. Improve internal coordination in SHA for development projects
   c. Raise additional revenues and allocate existing sources better
   d. Invest in maintenance and additional capital projects evenly throughout the State
   e. Restore HUR money to the local counties and towns
   f. Provide legislation to lock in transportation revenues to go where it is allocated
   g. Maintain safety and level of service of roads
   h. Provide a connected / complete streets approach
   i. Invest in technology (apps, message signs, teleworking)
   j. Expand marketing of existing services
   k. Appropriations should go through towns and counties, not just counties
   l. Increase bus service (Philly to Newark to BWI)
   m. Broaden / soften grant requirements (allow engineering)

2. *System Preservation Goal Area*
    a. Do proactive maintenance (proactive vs. reactive approach)
    b. To the extent possible, consolidate / combine maintenance activities to minimize travel disruptions
    c. Create a dedicated fund for system preservation
    d. Educate on why preservation is necessary / important: "big picture" statewide and system-wide perspective on needs
    e. Where appropriate, consider multi-modal alternatives to reduce wear and tear on road network
    f. As they become available, utilize new technologies and materials to reduce maintenance costs
    g. Prioritize maintenance actions based on safety concerns
    h. Minimize long-term maintenance costs / needs during project design
    i. In flood-prone areas, consider retrofits that avoid the problem rather than recurring maintenance after floods
    j. Reduce investment and expenditures in areas susceptible to climate change impacts (sea level rise)
    k. Prioritize maintenance based on facility use (e.g. disused weigh stations)
    l. Increase enforcement of truck weight laws at weigh stations (stay open longer)
    m. Coordinate water and sewer infrastructure maintenance to minimize impacts to roads
    n. Maintain proper depth of shipping channels
    o. Encourage walking and biking to reduce wear and tear on roads

3. *Safety and Security Goal Area*
    a. Roadway sustainability standards need to be maintained and implemented
    b. Maintain following standards
        i. What is baseline for quality?
    c. Adopt unconventional intersection / interchange designs
    d. Improve traffic engineering and traffic control systems
    e. Maintain 12,000 miles of roadway
    f. Enhance intelligent detection systems to clear accidents
    g. Improve communication to tell people about transportation systems
    h. Look at county and state roads that have recurring stormwater management / environmental issues and retrofit to make safer
    i. Greater enforcement for cell phone usage
    j. Re-test drivers every five years
    k. Create dedicated truck lanes
    l. Create public / private partnerships for mass transit
    m. Revisit the approach for having pedestrian / bike infrastructure on major rural roads
    n. Have a more defined context for pedestrian safety (urban vs. rural areas): one size does not fit all

4. *Environmental Stewardship Goal Area*
   a. Ensure a more equitable distribution of environmental compliance funding from the State using a needs based assessment (wealthy counties get a lot of money, no stormwater management budget for the Eastern Shore affects the ability to meet the watershed implementation plans)
   b. Create state / local partnerships to take focus off of SHA and create economies of scale in stormwater management (SHA has been "banking" stormwater management benefits to avoid having to do water quality improvements elsewhere, these credits should be within the same watershed)
   c. Consider climate change in environmental stewardship and hazard avoidance / mitigation
   d. Emphasize regional environmental impacts by having "up-wind" jurisdictions (PA, NY) be more responsible / accountable
      i. Limit Region III pollution reduction requirements as not really coming from within Maryland
   e. Have more state / federal money targeted to technologies (e.g. fuel efficient trucks, alternative fuels)
   f. Move the State fleet more towards natural gas / propane
   g. New permitting should be linked toward climate change considerations (downsides are having to require perfectly good equipment to meet standards and newer and more complex equipment can be harder to maintain)
   h. Long range transportation plan may need to involve research and development (of future benefits) as opposed to actual capacity increase and system maintenance
      i. Is it of sufficient value to expend so much money (health benefits "code red days", "less destructive to our environment and to our individual health")?
   i. Spend more money on research and development since progress follows money
      i. Current economic conditions are an impediment to progress: no ability to go above and beyond
   j. Need to focus on where the highest benefit for environment is, using benefit-cost analysis
   k. More work to be done on wastewater treatment plant environmental impacts
   l. Increase link between the state and local comprehensive planning processes so transportation considerations bridge the gap with health / safety and public welfare on a more comprehensive basis
   m. Focus the transportation plan on public education to inform citizens of transportation alternatives (mode shift)

5. *Economic Prosperity Goal Area*
   a. Provide multi-modal access for key industries: freight, ground, rail, transit, pedestrian / bike (e.g., rail and truck access both needed for poultry facilities)
   b. In plans, recognize diversity of needs across State (different strategies)
   c. Maximize potential of existing assets for mobility and accessibility
   d. Utilize weigh-in-motion technologies
   e. Use technology to keep traffic moving (e.g., tolling)
   f. Provide dedicated truck lanes (safety benefit too)
   g. Recognize potential impediment of tolls (e.g. Cecil Co.) and consider alternative funding options (inter-jurisdictional / multi-state coordination and possible federal involvement required, revenue sharing to ensure fairness)
   h. Use public-private partnerships to help economy and harness potential efficiencies
   i. Sell the ICC to a private entity
   j. Intelligent Vehicle Highway System (IVHS) investment to virtually increase capacity
   k. Create a ferry service from Baltimore to Ocean City (and make destinations more transit accessible upon arrival)
   l. Reduce at-grade crossings on routes to the beach and national highway system routes
   m. Invest in bike routes to attract business and an employment base (do so on pre-defined routes, not everywhere)
   n. Research relative benefits of alternative environmental mitigation (e.g. stormwater treatments for impervious surfaces): use most effective means rather than require everywhere evenly
   o. Allow road shoulders to be used for bike lanes

6. *Community Vitality Goal Area*
   a. Suggested Additional Objective: Better integration of other government service programs into and with transportation (health department, senior care, mental health)
   b. Increase availability of parking for transit (rail, buses, car sharing)
   c. Increase bus service to workforce in rural areas (Marydel to Ridgley transit rider service cost is higher)
   d. Individualize planning steps and criteria by types of community / economic activity centers vs. one size fits all
   e. Use demographics to appropriately design transportation network with supporting hubs
   f. Have transportation service availability for a variety of ridership time needs (shift work, medical services, etc.)
   g. Use technology as a means to collect more feedback about service and schedule needs
   h. Work with other agencies to provide tax incentives to attract business within and around priority funding areas, assisting centers on the Shore (provide more land use options and transportation connections)
   i. Increase rural transportation options (more sidewalks and bike facilities)

j. Create more complete streets (e.g. Centerville scenic byway not traversable on bike)
k. Tie tourism and transportation
l. All new road and bridge improvements should consider and accommodate bicycles and pedestrians
m. When replacing sidewalks / pedestrian facilities, programs and requirements need to include and consider joint funding opportunities to achieve ADA compliance and still allow for replacement of existing connections (maintenance and replacement): don't discourage redevelopment and jobs because the requirements are too burdensome
n. Distribution of safety money (e.g. medians, guardrails for auto safety conflicting with pedestrian access) should consider other transportation means and goals. Post survey implementation to ensure the funding is spent wisely.
o. Utilize federal money, in partnership with the State, to provide veteran access to services